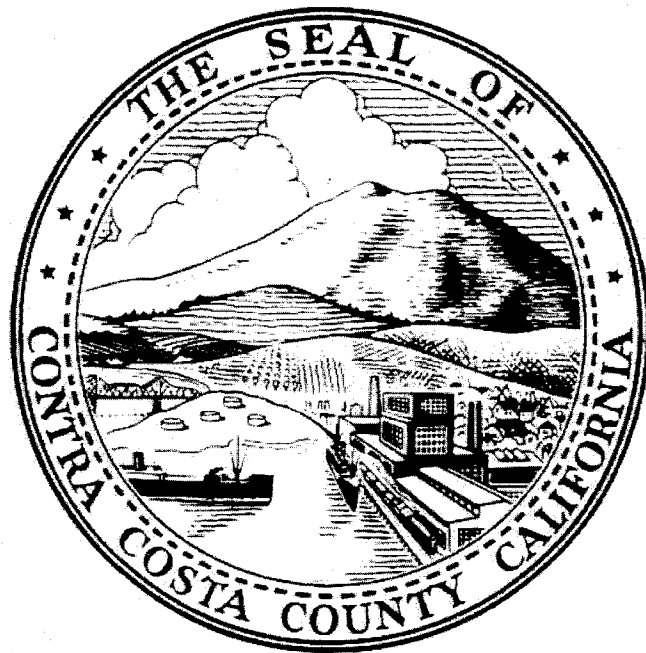


Excerpt!

# Contra Costa County General Plan 2005 - 2020



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January 2005

# **CONTRA COSTA COUNTY**

## **GENERAL PLAN**

2005 - 2020

January 18, 2005  
(Reprint July 2008)

Contra Costa County  
Department of Conservation and Development \*\*  
651 Pine Street  
Martinez, CA 94553

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\*\* Note: As of May 8, 2008, the Community Development and Building Inspection departments have been merged into one department under a new name, the Department of Conservation and Development. Within the Department of Conservation and Development, there is the Community Development Division and the Building Inspection Division. Reference in the text of this plan to the Community Development Department now means the Community Development Division, Department of Conservation and Development, and reference in the text of this plan to the Building Inspection Department now means Building Inspection Division, Department of Conservation and Development.

### **3. Land Use Element**

3-aj Define auto-dismantling activity in the County Zoning Ordinance as an industrial use, and confine its future development to designated industrial areas.

3-ak Review and revise all commercial districts defined in the Zoning Ordinance to ensure that the regulations do not allow uses in the districts that are inconsistent with this General Plan.

#### **Pedestrian and Bicycle Facilities**

3-al Refer to the Transportation and Circulation Element of this General Plan and related policy guidance of its Specific Plans, to ensure that pedestrian and bicycle facilities are routinely accommodated in land use development.

3-am With the assistance of appropriate advisory bodies, periodically review and update the Open Space Element of this General Plan, to reflect the network of non-motorized pedestrian, bicycle and equestrian facilities in the County.

3-an To the extent feasible, require new residential and commercial developments to provide pedestrian and bicycle facilities within the development.

3-ao When appropriate residential and commercial developments should contribute to off site improvements of pedestrian and bicycle facilities to ensure safe and efficient connections from the development to major destination areas.

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### **POLICIES FOR SPECIFIC GEOGRAPHIC AREAS**

There are adopted policies for specific geographic areas of the County which need to be referenced in addition to the countywide policies and implementation measures discussed throughout this plan. The areas for which these policies exist are shown on Figure 3-2 entitled "Unincorporated Communities with Adopted Area Policies." The policies for the areas shown on Figure 3-2 are as follows:

#### **POLICIES FOR THE EAST COUNTY AREA**

##### **Land Use**

The following policies shall guide development in the East County Area:

3-47. This Plan directs most of the residential and commercial growth that is anticipated to occur in the unincorporated East County area during the planning period into the Oakley community, with smaller amounts of recreation-oriented development allowed on Bethel Island.

3-48. Docks and marinas permitted by the implementing zoning district shall be considered for approval in certain designated Delta Recreation areas based upon the following criteria:

- (a) where projects can be clustered and located adjacent to similar uses;
- (b) along waterways having an adequate channel width as defined by the State Harbors and Navigation Code;
- (c) in areas having adequate public vehicular access;
- (d) where off-site improvements, such as required access roads, can be assigned to development;
- (e) where adequate on-site sewage disposal can be provided;
- (f) where located in an area served by a public fire protection district; and
- (g) where such uses will not conflict with adjacent agricultural uses.

### 3. Land Use Element

- 3-49. The density and development of single family homes in the East County area, in lands designated for residential or other urban uses, shall be related to service availability criteria, as defined below:

#### **Service Availability**

#### **Minimum Allowable Parcel Size**

No public water or sewer connection available.

5 acres

One public service (sewer or water) connection available.

1 acre

Both public water and sewer connections available.

Minimum parcel size consistent with the specified General Plan densities, as well as drainage, health, and other applicable standards.

#### **Transportation**

- 3-50. Restrict access on to State Route 4 and within those areas designated for residential development.
- 3-51. Improve existing interchanges and establish new interchanges over State Route 4 by developing plans in coordination with Caltrans and the Cities of Pittsburg, Antioch and Brentwood.
- 3-52. Encourage the State to incorporate the Delta Expressway into the State Highway System as a bypass to State Route 4 and upgrade the facility to a freeway.
- 3-53. The County shall encourage the expansion of regularly scheduled transit service and express bus service to urbanizing areas east of Antioch.

#### **POLICIES FOR THE PRIMARY ZONE OF THE DELTA**

- 3-54. All public and private management and development activities within the Primary Zone of the Delta shall be consistent with the goals, policies and provisions of the "Land Use and Resource Management Plan for the Primary Zone" of the Delta as adopted and as may be amended by the Delta Protection Commission.



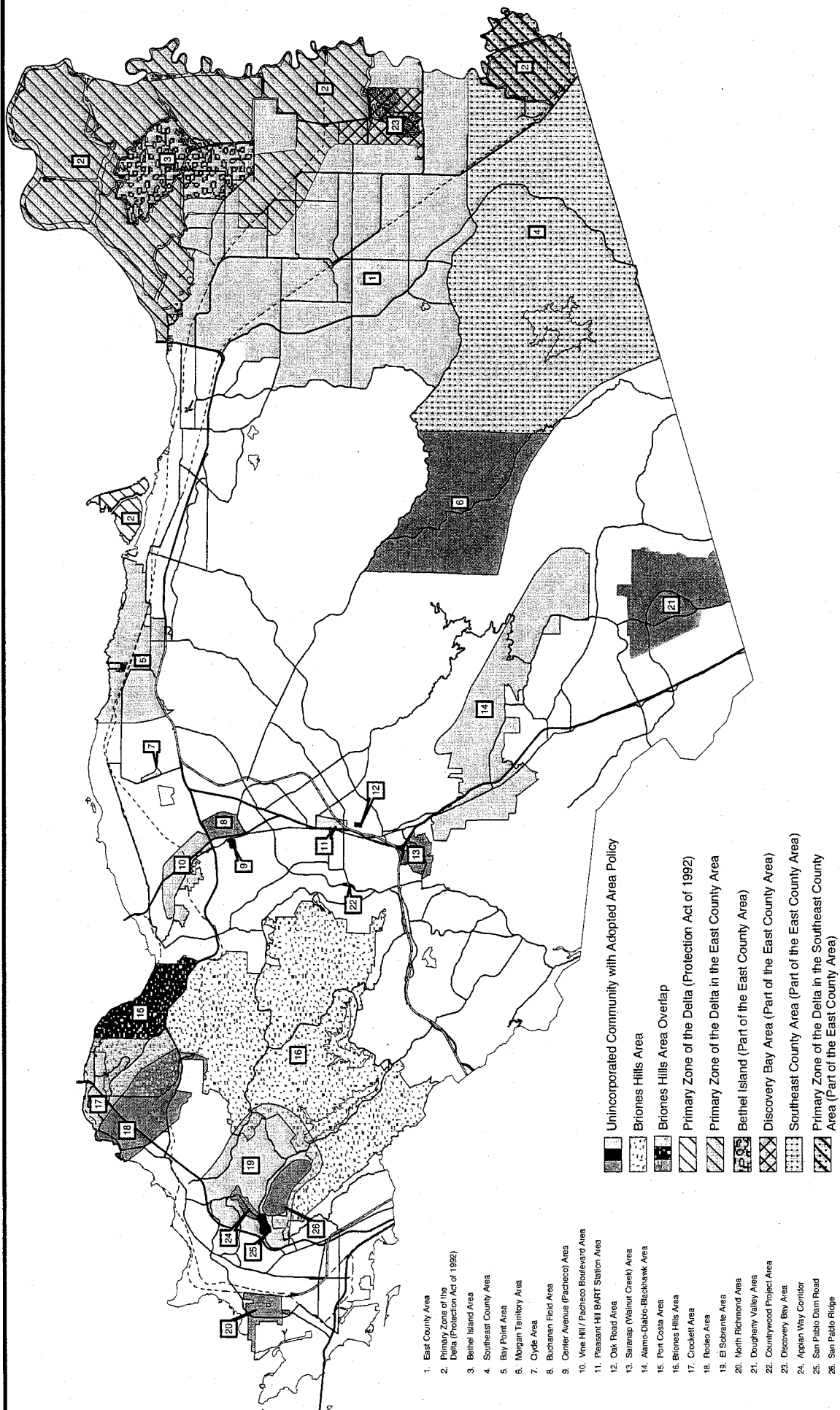
#### **POLICIES FOR THE BETHEL ISLAND AREA**

The Bethel Island Area is comprised of on- and off-island areas (Hotchkiss Tract). The two areas differ with respect to soils, topographic and geographic conditions, and levee stability. As a result, different development and planning considerations must be given to each area. The on-island area consists of weak, organic soils that underlie the perimeter levee system, provides limited opportunities for evacuation in the event of a levee failure, is generally below sea level and subsiding, and provides limited opportunities for safe disbursement of flood water because it is a small island closed by levees. In the off-island area, on the other hand, the soil is sandy and less subject to subsidence, the elevation is higher, the levee system is in an improved condition and not as long, there are several evacuation alternatives, it is part of the mainland, and disbursements of flood waters are not artificially contained such that internal systems around new development will not adversely affect existing residences and structures in the flood plain. The concept for the Bethel Island Area is to preserve and enhance the rural and recreational quality of the unique area, while providing opportunities for additional residential and commercial growth tied to water-oriented recreation. The following policies shall guide development in the Bethel Island Area:

### **3. Land Use Element**

- 3-55. The approval of new development shall be limited to 2,909 primarily recreation-oriented units in the off-island area (i.e., 3,000 additional units including the 91 units already approved, but not yet built).
- 3-56. New residential development in the on-island area shall be limited at this time to approved development and one dwelling unit per parcel.
- 3-57. Additional residential density in the on-island area may be considered through subsequent amendment at the discretion of the Board of Supervisors, provided at least the following are accomplished:
  - (a) a financing mechanism is fully and completely assured for improvements to the entire perimeter on-island levee system;
  - (b) the levee improvement plans are approved by Bethel Island Municipal Improvements District and the Army Corps of Engineers; and
  - (c) subsidence, as well as impacts on wetlands, are adequately mitigated.
- 3-58. Levee breaches on-island are prohibited unless the entire perimeter levee is improved to Army Corps of Engineers' standards.
- 3-59. Levee breaching off-island shall be permitted on a project-by-project basis and shall only be allowed subject to the Army Corps of Engineers approval.
- 3-60. Any internal levees must meet Army Corps of Engineers' standards. New construction must be set back from levee centerlines a minimum of 100 feet unless adequate substantiation for reduction is approved by RD-799 or BIMID. New construction not protected by certified levees must meet FEMA standards.
- 3-61. Stilt residential structures shall be allowed only on the basis of one unit per existing parcel. Such elevated structures shall not be allowed in any new subdivisions.
- 3-62. The off-island and on-island areas can develop 100,000 square feet of commercial development and 500 hotel rooms, consistent with FEMA standards.
- 3-63. Marine and waterfront facilities will require a use permit to address site-specific aquatic and other issues such as wetlands, water quality, public access, and the Delta's carrying capacity for such facilities in the Bethel Island Area.
- 3-64. To retain the characteristics of Bethel Island that make it an unique place in the Delta with its own separate identity, development shall be limited to a low overall density, and open space buffers shall be required. In addition, agricultural, open space, and wetland areas, along with rare plant communities, shall be preserved and protected.
- 3-65. Residential development on Agricultural Lands, to the extent permitted beyond one unit per parcel in the off-island area, shall be clustered with development rights on the undeveloped land dedicated to the County.
- 3-66. A Protection Fee shall be imposed on each new residential unit in the Bethel Island Area to acquire development rights on agricultural lands, open space or wetland areas, or to provide financing for farmers to continue agricultural production. Priority for the acquisition of open space and wetlands shall be given to the on-island area. Additional funding sources shall be explored to supplement or replace the Protection Fee.
- 3-67. New development in the Bethel Island Area must comply with an improved financing plan for infrastructure improvements.

Figure 3-2 Unincorporated Communities with Adopted Area Policies



# CONTRA COSTA COUNTY

Map Created on August 23, 2004  
 Contra Costa County Community Development  
 651 Pine Street, 4th Floor - N. Wing, Martinez, CA 94553-0095  
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**POLICIES FOR THE SOUTHEAST COUNTY AREA**

**Land Use**

- 3-68. Many of the specific policy statements of this plan support the concept of allowing for multiple uses, compatible with the predominantly agricultural watershed and public purposes of the area. The policies stress the need to preserve designated agricultural lands for agricultural use, and also to allow certain other uses in the area, such as wind energy farms, mineral extraction, and reservoirs.
- 3-69. The Southeast County area is almost exclusively planned for agricultural, watershed, or public purposes. New land uses within this plan area should be limited to those which are compatible to the primary agricultural and watershed purposes of the area (farming, ranching, poultry raising, animal breeding, aviaries, apiaries, horticulture, floriculture and similar agricultural uses and structures) and consistent with the multiple use philosophy enumerated by this plan.

Subject to specific project review and the policies listed within this plan, the following uses are generally consistent with the planned agricultural areas:

- (a) Public and private outdoor recreational facilities;
  - (b) Dude ranches, riding academies, stables;
  - (c) Wind energy conversion systems;
  - (d) Single family residences on larger lots;
  - (e) Mineral resources quarrying;
  - (f) Oil and gas wells;
  - (g) Pipelines and transmission lines; and
  - (h) Veterinarian offices and kennels.
  - (i) Public purpose uses, including those uses described in policy 3-88 below (airport, reservoir)
- 3-70. Southeastern Contra Costa County contains a range of natural and cultural resources which warrant special recognition in the General Plan. Mineral and meteorological resources exist which have the potential to be developed as additional uses within this essentially agricultural area. Multiple uses of the land which assist in its long-term protection as an agricultural area are to be encouraged.
- Policies regarding these specific natural and cultural resources are briefly summarized below. However, a more detailed discussion and additional policies should be referred to in other elements of this General Plan, separated into the following topics:
- o wind turbine development or wind energy "farms" (policies are found in the Conservation Element);
  - o mineral resource areas (policies are found in the Conservation Element);
  - o archaeological and wildlife resources (policies are also found in the Conservation Element);
  - o Contra Costa Water District reservoir(s) planned in this area (policies are found in the Public Facilities/Services Element);
  - o the East Contra Costa County Airport (policies are found in the Transportation and Circulation Element);
  - o existing and planned recreation uses in the area (policies are found in the Public Facilities/Services Element);
  - o general circulation uses (policies are found in the Transportation/Circulation Element); and

### 3. Land Use Element

- o Policies and implementation measures regarding the wildlife and archeological resources of the area are included in the Conservation Element.

The southeastern portion of the County is blessed with archaeological and wildlife resources which are unique and worthy of long term protection and preservation. While in certain portions of the planning area multiple uses of the land may conflict with the need for environmental protection and enhancement, there are other areas where multiple use may reinforce preservation.

As a practical matter, it should be recognized that historically it has been the agriculturalists who have protected the unique environmental resources of the area. Their continued efforts in this regard are critical to the long-range preservation of the area's resources.

- 3-71. The California Energy Resources Conservation and Development Commission has identified the Altamont Pass area, including the southeastern portion of Contra Costa County, as an area with high wind energy potential.

The "Wind Energy Resources" section of the Open Space/Conservation Element contains a map that depicts the generalized boundaries of the wind energy resource area in Southeast County, based on materials developed for the State Energy Commission. The map identifies those areas that experience average wind speeds of at least 15 mph at an altitude of 70 feet above the ground. The same section includes specific policies that govern new wind turbine development in the County.

Clusters of wind turbines generate a certain amount of noise which could be a nuisance if new subdivisions or residences are allowed immediately adjacent to the existing turbines or on properties already approved for wind turbines. New residential uses should be discouraged within the wind energy areas. If wind farms become obsolete or are removed in the area, these policies should be reviewed through a subsequent General Plan Amendment.

Wind farm uses are to be considered appropriate within the resource area or along the periphery of the wind energy resource area, subject to a careful review of the environmental impacts of specific wind farm proposals.

- 3-72. Within Southeast Contra Costa County there is a geological deposit of domesine sandstone located just southerly of Camino Diablo and easterly of Vasco Road. This area is further discussed and mapped in the "Mineral Resources" section of the Open Space/Conservation Element.

Limited residential or ranchette development of these mineral properties may be appropriate, but residential use shall be identified as secondary to mineral operations and will not be allowed to preclude the full utilization of identified mineral resources. Any nearby residential use will be permitted conditionally after recognizing the probable expansion of mineral operations and accepting the possible nuisance and inconvenience associated with mineral operations.

- 3-73. Public agencies are in the process of acquiring substantial portions of the planning area to serve the needs of the growing population of the East Bay. Two major public works projects have been approved that are reflected in this plan the East Contra Costa County Airport and the Las Vaqueros Reservoir. Each is discussed further in the Circulation Element and the Public Facilities/Services Element, respectively.

The general location of the airport is shown on the land use element plan map. As the airport project proceeds, land developments in the area must



### 3. Land Use Element

take into account safety, noise, aviation easements, and preservation of the area's agricultural and biological resources.

#### **Transportation**

- 3-74. The historic significance of the Byron Hot Springs site is acknowledged, the rehabilitation of buildings of historic value at the Byron Hot Springs site and the re-establishment of the historic use of the buildings as a hotel and spa are supported. The rehabilitation of the historic buildings on the Byron Hot Springs site should occur in a manner that is both consistent with other General Plan policies and compatible with the operation of the nearby Byron Airport, as recommended in the ALUC compatibility Plan. Implementation of this policy should occur through a discretionary permit review process. Any proposal for the development of a larger resort complex on the Byron Hot Springs site, which may include the incidental rehabilitation of historic buildings, should be undertaken in the context of existing General Plan policies.
- 3-75. This plan further recognizes that if a reservoir or reservoirs are built, that the Contra Costa Water District or other agencies may be required to construct additional secondary construction and access roads on these lands in order to serve their facility.
- 3-76. The Southern Pacific railroad provides rail service through Brentwood and Byron. No change in status is anticipated in this plan amendment. However, the railroad right of way does provide the potential for a recreational trail route and for construction of future pipelines.

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#### **POLICIES FOR THE BAY POINT AREA**

##### **Land Use**

- 3-77. The following policies shall guide development in the Bay Point area:
- (a) Upgrade community appearance by encouraging development of new uses to replace antiquated developments.
  - (b) Provide for well designed projects and limited vehicular access to traffic arterials through the assembly of small parcels of land along Willow Pass Road.
  - (c) Discourage new areas or expansion of strip commercial development in the community except as provided in this plan by the Willow Pass Mixed Use Corridor.
  - (d) Achieve and maintain a healthy environment for people and wildlife, that minimizes health hazards and disruptions caused by the production, storage, transport and disposal of toxic materials.
  - (e) A Redevelopment Plan for the Bay Point area was adopted by the Board of Supervisors in December, 1987. All development proposals should be reviewed by, and coordinated with, Redevelopment Agency staff to ensure compatibility with the Redevelopment Plan. Additionally, involvement with the redevelopment process will allow the County to coordinate concurrent development proposals and to possibly facilitate the construction of public improvements that will further the goals of the Redevelopment Plan.
- 3-78. Many areas designated for multiple family residential uses on the plan map were originally designed and are presently used for less intensive uses. These areas have property characteristics that would interfere with a successful conversion to higher intensity uses. Parcel sizes are small, restricting